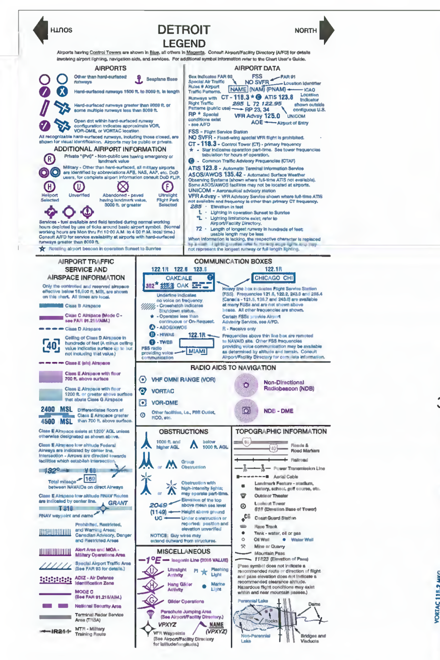

DETROIT
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

80TH EDITION EFFECTIVE 0901Z 8 APR 2010
TO 0901Z 23 SEP 2010

Includes airspace amendments effective 8 APR 2010
and all other aeronautical data received by 11 FEB 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 3140 feet located at 40°17' N – 78°33' W

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS, SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES

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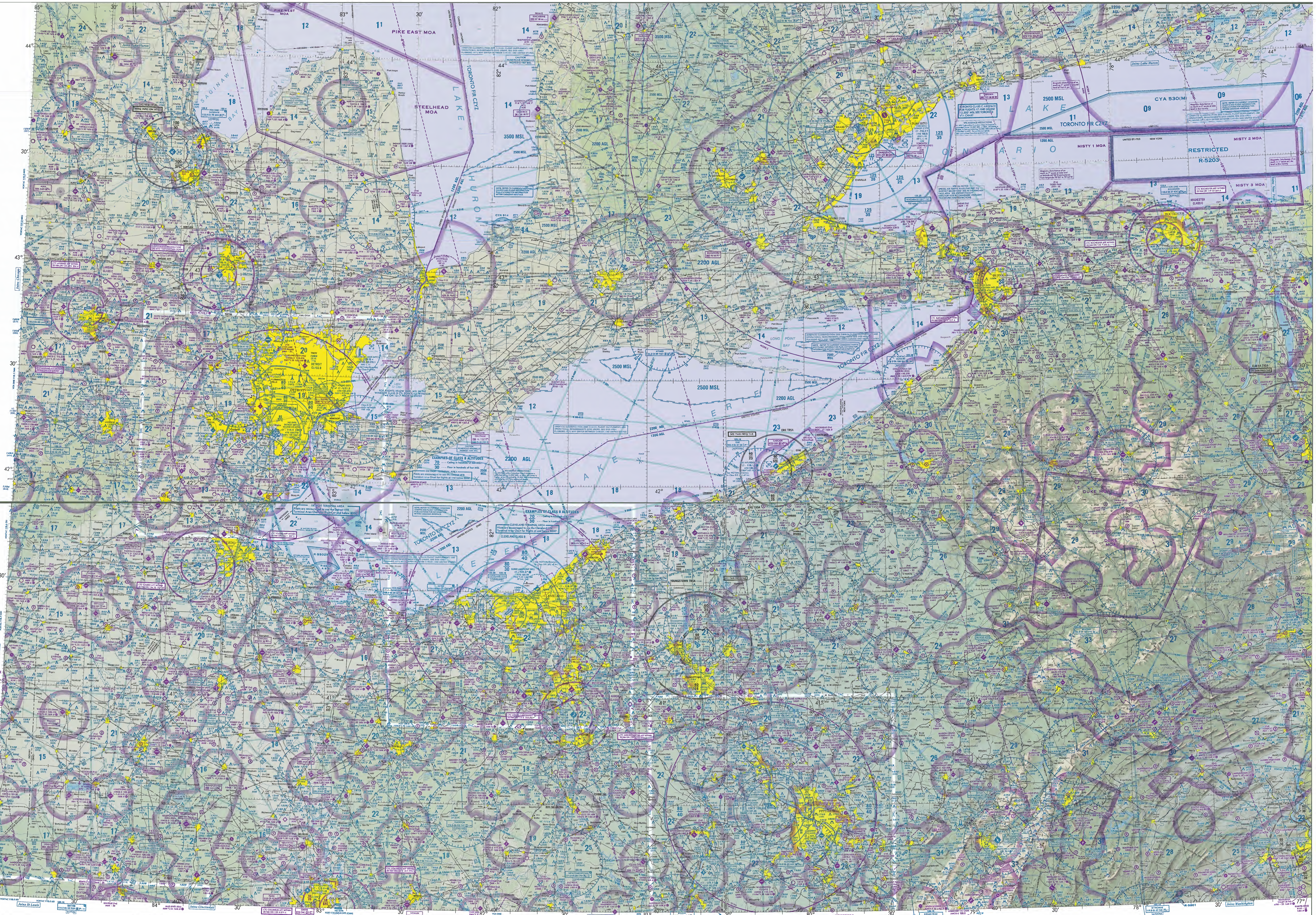

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON DETROIT SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
AKRON-CANTON RGNL	CONTINUOUS	118.3 257.8	121.7 348.6	121.05	ASR
ALLEGHENY CO	CONTINUOUS	121.1 239.0	121.7	120.55	
ANN ARBOR	0800-2000	120.3	121.6	134.55	
ARNOLD PALMER RGNL	0615-2200	125.0	121.8	118.375	
BEAVER CO	0700-2100	120.3	121.8	118.35	
BISHOP INTL	0545-2330	126.3 257.9	121.9	133.15	ASR
BUFFALO NIAGARA INTL	CONTINUOUS	120.5 257.8	133.2 257.8	135.35	
BURKE LAKEFRONT	0700 MON-2300 FRI 0700-2300 SAT 0800-2400 SUN	124.3 319.8	121.9	125.25	
BUTTONVILLE	0700-2300	124.8 119.9	121.8	127.1	
CAPITAL CITY	CONTINUOUS	119.9 240.9	121.9	119.75	ASR
CLEVELAND-HOPKINS INTL	CONTINUOUS	120.9 (Rwys 06R/24L & 10/28) 124.5 (Rwy 06L/24R) 273.45	121.7 (Rwys 06R/24L & 10/28) 133.6 (Rwy 06L/24R) 273.45	127.85 (ARR) 132.375 (DEP)	
CUYAHOGA CO	0700-2300	118.5	121.85		
DETROIT METRO WAYNE CO	CONTINUOUS	118.4 (E) 135.0 (W) 287.1	119.25 (SE) 119.45 (NE) 121.8 (NW) 132.72 (SW)	133.675	
ELMIRA/CORNING RGNL	0600-2400	121.1 257.8	121.9	125.475	
ERIE INTL/RIDGE	0600-2400	118.1 257.8	121.9	120.35	
GREATER ROCHESTER INTL	CONTINUOUS	118.3 254.3	121.7	124.825	
HAMILTON	CONTINUOUS	125.0	121.6	128.1	
JACKSON CO-REYNOLDS	0700-2100	128.475 257.8	121.9	125.725	
LONDON	0620-2245	119.4	121.9	127.8	
MANSFIELD LAHM RGNL	0600-2300	119.8 325.8	121.8 325.8	125.3	ASR
MBS INTL	0600-2300	120.1 257.7	121.7	125.925	ASR
MURTHA JOHNSTOWN-CAMBRIA CO	0600-2200	125.75	121.6	118.325	
NIAGARA FALLS INTL	0700-2300	118.5 349.0	121.7 275.8	120.8 269.4	
OAKLAND CO INTL	0600-2400	120.5	121.9	125.025	
OHIO STATE UNIV	0700-2300	118.8 258.3	121.7	121.35	
OSHAWA	0630-2230	120.1	118.4	125.675	
PITTSBURGH INTL	CONTINUOUS	119.1 270.325 (Rwy 10R/28L) 128.3 291.7 (Rwy 10L/28R) 135.025 270.325 (Rwys 10C/28C & 14/32)	121.9 (S) 127.8 (N) 348.6	127.25 ARR 135.9 DEP	
PORT COLUMBUS INTL	CONTINUOUS	132.7 257.8	121.9 348.6	124.6	
SELFRIDGE ANGB	0730-2300 EXC HOL	120.15 225.4	128.3 275.8	125.325 270.1	
TOLEDO EXPRESS	CONTINUOUS	118.1 285.4	121.9 348.6	118.75 271.3	ASR
TORONTO/BISHOP	0630-2300	118.2	121.7	133.6	
TORONTO/PEARSON INTL	CONTINUOUS	118.7 118.35	118.0 121.9 121.65	120.825	
TRENTON DND	CONTINUOUS	128.7 236.6	121.9 275.8	135.45 257.7	ASR/PAR
WATERLOO	0700-2300	126.0 118.55	121.8	125.1	
WHEELING OHIO CO	0700-2200 MON-FRI 1000-2000 SAT-SUN	118.1 257.8	121.75		
WILLIAMSPORT RGNL	0630-2230	119.1 257.8	121.9		
WILLOW RUN	CONTINUOUS	125.275 256.9	121.75	127.425	
WINDSOR	0630-2230	124.7	121.7	134.5	
YOUNG	CONTINUOUS	121.3 257.8	121.85	124.875	
YOUNGSTOWN-WARREN RGNL	CONTINUOUS	119.5 263.0	121.9 275.8	123.75	ASR

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CLEVELAND CLASS B	125.35 (340°-200°) 126.35 (201°-339°)	CONTINUOUS
DETROIT CLASS B	127.5 239.275 (NW/NE) 134.3 239.275 (SE) 118.95 239.275 (SW) 126.85 ABOVE 3000' MSL (E) PRIOR TO ENTERING CANADIAN CLASS D CTL ZONE OR BELOW 3000' MSL CONTACT WINDSOR TOWER ON 124.7	CONTINUOUS
PITTSBURGH CLASS B	133.7 (181°-270°) (PIT) 121.25 (271°-360°) (PIT) 123.95 (091°-180°) (PIT) 124.15 (001°-090°) (PIT) 279.625 (270°-089°) (PIT) 340.8 (090°-269°) (PIT) 119.35 285.575 (090°-269°) OTHER 124.75 338.2 (270°-089°) OTHER	CONTINUOUS
AKRON CLASS C	125.5 371.875 (007°-186°) 118.6 323.0 (187°-006°) O/T 134.9 317.7 CLEVELAND CNTR	0600-2400 O/T CLASS D
BUFFALO CLASS C	126.15 263.125 (053°-233°) 126.5 317.6 (234°-052°)	CONTINUOUS
COLUMBUS CLASS C	120.2 317.775 (280°-099°) 132.3 279.6 (100°-279°)	CONTINUOUS
LANSING CLASS C	133.475 226.4 (N) 118.65 226.4 (S)	CONTINUOUS
ROCHESTER CLASS C	123.7 322.3 (161°-329°) 119.55 269.6 (330°-160°)	CONTINUOUS
TOLEDO CLASS C	126.1 307.0 (360°-179°) 134.35 317.55 (180°-359°)	CONTINUOUS
ELMIRA TRSA	119.45 257.8 O/T 133.35 372.0 NEW YORK CNTR	0600-2400
ERIE TRSA	121.0 257.8 O/T 132.4 323.2 CLEVELAND CNTR	0600-2400
YOUNGSTOWN TRSA	133.95 322.3 O/T 120.775 298.95 CLEVELAND CNTR	0600-2400
SELFRIDGE ANGB RADAR	119.6 318.2 O/T 127.7 290.425 CLEVELAND CNTR	0700-2300

O/T indicates Other Times

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive Areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM

Entire area of this chart is within the Eastern Standard Time Zone +5 (+4 DT) = UTC

SPECIAL USE AIRSPACE ON DETROIT SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-5203	TO FL 300	BY NOTAM 24 HRS IN ADVANCE	CLEVELAND CNTR	127.47 346.35
R-5502A	TO 5000	0800-1700 (1 APR 30 NOV) 0800-1700 TUE-THU (1 DEC 31 MAR) †48 HRS IN ADVANCE	CLEVELAND CNTR TOLEDO EXPRESS ATCT	127.9 284.625 126.1 307.0
R-5502B	TO 23,000	0800-1700 TUE-THU †48 HRS IN ADVANCE	CLEVELAND CNTR TOLEDO EXPRESS ATCT	127.9 284.625 124.1 307.0
R-5801	TO 4000	0800-1600 EST MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1
R-5803	TO 4000	0800-1600 EST MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1

CANADA R-RESTRICTED, D-DANGER AND A-ADVISORY AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYR 502	CFB BORDEN, ON	TO 7000	CONTINUOUS	
CYR 505	BATH ON	TO 1300	CONTINUOUS	
CYR 506	WARKWORTH, ON	TO 1400	CONTINUOUS	
CYR 514	IPPERWASH, ON	TO 6000	0730-1200 FRI†	
CYR 518	NIAGARA FALLS, ON	TO BUT NOT INCL 3500	CONTINUOUS	
CYR 533	KITCHENER ON	TO 1500	CONTINUOUS	
CYA 509 (P)	COOKSTOWN, ON	TO 4500	OCSL DAYLIGHT BY NOTAM	
CYA 513 (P)	PORT COLBORNE, ON	TO 11,500	OCSL DAYLIGHT BY NOTAM	
CYA 526 (A)	SELKIRK, ON	TO 6000	OCSL DAYLIGHT BY NOTAM	
CYA 529 (P)	GRAND BEND ON	TO 12,500	OCSL DAYLIGHT BY NOTAM	
CYA 530 (M)	LAKE ONTARIO ON	3000 TO FL 500	OCSL DAYLIGHT BY NOTAM	TORONTO ACC

A – Acrobatic F – Aircraft Test Area H – Hang Gliding M – Military Operations P – Parachuting S – Soaring T – Training

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DUKE	8000	1000-1300	CLEVELAND CNTR	125.87 338.35 124.32 353.85
MISTY 1	4000 TO BUT NOT INCL 18,000	0800-2200 MON-FRI 0800-1600 SAT SUN	CLEVELAND CNTR	125.2 263.1
MISTY 2	300 AGL TO BUT NOT INCL 18,000	0800-2200 MON-FRI 0800-1800 SAT SUN	CLEVELAND CNTR	127.47 346.35
MISTY 3	11,000 TO BUT NOT INCL 18,000	0800-2200 MON-FRI 0800-1800 SAT SUN	CLEVELAND CNTR	127.47 346.35
PIKE EAST	300 AGL	0700-1800 MON-SAT	MINNEAPOLIS CNTR	125.475 269.45
PIKE WEST	4000	0700-1800 MON-SAT	MINNEAPOLIS CNTR	125.475 269.45
STEELHEAD	6000	0700-1800 MON-SAT	MINNEAPOLIS CNTR	118.05 282.2

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† – Other times by DoD NOTAM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12^5

PITTSBURGH TERMINAL AREA
Pilots are encouraged to use the Pittsburgh VFR Terminal Area Chart for flights at and below 8000'.

EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. See the FAQs prior to contact via toll free number or email. When delineation of data is required such information should be depicted clearly and accurately on a current chart, a revision copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC-4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the intercept voice signals. Be advised that non-compliance may result in the use of force.

FOR PROCUREMENT CONTACT:
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Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent.

DETROIT